

## **Vision statement**

Increase the extent of high-quality transit service to Montgomery County's most densely developed areas, areas planned for redevelopment, and areas planned for new dense development. As parts of the County urbanize, high quality transit will provide the service needed to move more people to and from jobs, homes, shopping, and entertainment areas, and will enhance the quality of life of people who live or work in the County. Use public rights-of way more efficiently to support economic development in an environmentally sustainable way, and in a way that preserves existing communities.

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**NOTE: IT MAY NOT BE POSSIBLE TO EVALUATE ALL MEASURES DURING EARLY STAGES OF PROJECT PLANNING/DEVELOPMENT. SOME MEASURES MAY BE USED IN LATER PHASES.**

**Goal 1. Improve competitiveness of transit**

Objective	Evaluation Criteria (Estimated for future year)
1.1 Make trips by transit faster	1.1.1. Percent change in average speed of buses traveling through and within each corridor by direction and by time period
	1.1.2. Percent change in average travel time per bus passenger while traveling in the corridor by time period
1.2 Make door-to-door transit travel time competitive with door to door automobile travel time	1.2.1. The ratio of total door-to-door travel time (using fastest bus service) to total door-to-door auto travel time for similar trips within and through corridor by time period
1.3 Increase transit ridership	1.3.1. Percent change in bus ridership by time period (residents living <i>inside</i> the County and traveling <i>within</i> the study area)
	1.3.2 Percent change in bus ridership by time period (residents living <i>outside</i> the County and traveling <i>through</i> the study area)

**Goal 2. Provide an adequate quality of service for all modes**

Objective	Evaluation Criteria (Estimated for future year)
2.1 Serve as many travelers as possible by efficiently utilizing the existing right of way	2.1.1. Person throughput measured as <i>"total number of people using the roadways in the peak direction... at multiple points along the corridor, especially on corridors on which the traffic, transit service, land use, or geometric conditions change significantly..."</i> <sup>ii</sup>
2.2 Provide adequate travel times for automobile and transit users	2.2.1. Person travel time benefits <i>"measured by changes in travel times (both increases and savings)...compares the total transit passenger travel time savings against the total auto passenger travel time increase..."</i> <sup>iii</sup>
	2.2.2. Percent change in average travel time per bus passenger while traveling in the corridor by time period
2.3 Minimize increased travel time by automobile	2.3.1. Change in TPAR <sup>iv</sup> level of service compared to no-build alternative for planning areas within study area
	2.3.2. Number of corridor intersections that result in a reduction in level of service category due to the alternative
2.4 Enhance pedestrian and bicycle options in the corridors	2.4.1 Miles of new & rebuilt pedestrian facilities in the corridor
	2.4.2 Miles of new & rebuilt bicycle facilities in the corridor
	2.4.3 Pedestrian Mobility: Amount of time it takes pedestrians to cross the BRT corridor at station and non-station locations (seconds)
	2.4.4. Pedestrian Safety: Distance to cross BRT corridor at station and non-station locations (feet)
	2.4.5. Quality of Walking Environment: Width of buffer between the street and sidewalk along the BRT corridor (feet)
	2.4.6. Width of sidewalk along BRT corridor (feet)
	2.4.7. Number of bike parking spaces at each station

**Goal 3. Improve Montgomery County residents' quality of life by improving transit options<sup>v</sup>**

<b>Objective</b>	<b>Evaluation Criteria (Estimated for future year)</b>
3.1 Provide premium transit service convenient to households and jobs within the corridor	3.1.1. Number of households in region, which can be reached within 45 minutes by transit, from designated activity centers
	3.1.2. Number of jobs at designated activity centers, which can be reached within 45 minutes by transit, from households in the study area
	3.2.1. Percent of trips to activity centers in corridor (e.g. Bethesda) taken by non-automobile modes
3.2 Make the transfer between premium bus and rail transit direct (Note: May not be measurable in Phase 1.)	3.2.1. Distance between premium bus drop-off /pickup and rail entrance at Metro and commuter rail stations
3.3 Provide an appealing transit service that will attract new riders (may not be measurable in Phase 1.)	3.3.1. Does the alternative preclude any of the following: <ul style="list-style-type: none"> <li>- Attractive vehicles</li> <li>- Comfortable bus stops and vehicles</li> <li>- Off board fare collection</li> <li>- WiFi</li> <li>- Real time transit information</li> <li>- Level boarding</li> <li>- Accommodate bicycles on-board</li> </ul>
3.5 Engage public in process	3.5.1. Public support

**Goal 4. Provide improved transportation services that supports transit oriented development**

<b>Objective</b>	<b>Evaluation Criteria (Estimated for future year)</b>
4.1 Improve alternative transportation service to and between activity centers	4.1.1. Number of households in region, which can be reached within 45 minutes by transit, from designated activity centers
	4.1.2. Number of jobs at designated activity centers, which can be reached within 45 minutes by transit, from households in the study area
4.2 Increase trips by alternative modes to support development in the master plan	4.2.1. Percent of trips to activity centers in corridor (e.g. Bethesda) taken by non-automobile modes

**Goal 5. Provide environmentally sustainable transportation options**

Objective	Evaluation Criteria (Estimated for future year)
5.1 Serve residents with low incomes who rely on transit	5.1.1 Number of households in first income quartile within walking distance (½ mile) of a premium transit stop
	5.1.2 Number of 2010 households receiving free or reduced lunch within walking distance (½ mile) of a premium transit stop
5.2 Minimize private property requirements outside of the Master Plan right of way	5.2.1. Number of households and businesses taken for right of way and stations
	5.2.2. Privately owned acreage, by land use, needed for right of way and stations
5.3 Maintain environmental quality	5.3.1. Number of farmlands affected
	5.3.2. Farmlands Required (acres)
	5.3.3. Number of Public Parks Affected
	5.3.4. Public Park Property Required (acres)
	5.3.5. Number of Historic Sites Impacted
	5.3.6. Linear feet of Streams Impacted
	5.3.7. 100-Year Floodplains Required (acres)
	5.3.8. Wetlands Impacted (acres)
	5.3.9. Forests Impacted (acres)
	5.3.10. Hazardous Materials (Number of Properties Affected)
	5.3.11. RTE Species Affected
	5.3.12. Number of Air Quality Receptors with CO Violations
	5.3.13. Number of Noise Monitoring/Modeling Locations Exceeding Abatement Criteria
	5.3.14. Increase in impervious surface (square-feet)
	5.3.15. Percent change in auto VMT causing greenhouse gases and smog in study area
	5.3.16. Percent change in bus VMT causing greenhouse gases and smog in study area

**Goal 6. Provide transportation options that are affordable to build and operate**

Objective	Evaluation Criteria (Estimated for future year)
6.1 Provide transportation services that are affordable for Montgomery County and its partners to build and operate.	6.1.1. Number of passenger miles traveled per capital dollar expended on transit facilities
	6.2.1. Annual transit operating expenses per passenger mile

**Activity centers defined by MWCOC<sup>vi</sup>**

9) Clarksburg	21) Rock Spring
10) Germantown	22) White Flint
11) Gaithersburg - Metropolitan Grove	23) Grosvenor
12) Gaithersburg - Kentlands	24) Kensington
13) Gaithersburg - Central	25) Glenmont
14) Life Sciences Center/ Gaithersburg	26) Wheaton
15) King Farm / Rockville Research Center / Shady Grove	27) White Oak / FDA
16) Rockville - Montgomery College	28) NIH/ Walter Reed National Military Medical Center
17) Rockville - Town Center	29) Bethesda
18) Rockville - Tower Oaks	30) Silver Spring
19) Rockville - South / Twinbrook	31) Takoma Park
20) Olney	32) Langley Park

**NOTE**

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<sup>i</sup> Total travel time for transit includes: 1. Time it takes to get to the boarding transit stop from home. 2. ½ the transit service headway for wait time. 3. Time spent on the vehicle. 4. Time it takes to get from the alighting transit stop to the destination. Total travel time for auto includes: 1. Time it takes to get to auto from home. 2. Time spent in the auto. 3. Time it takes to get from parked vehicle to destination.

<sup>ii</sup> **Montgomery County Transit Lane Repurposing Study: Technical Guidance, April 2015, pp. 3, 8.**

<sup>iii</sup> **Montgomery County Transit Lane Repurposing Study: Technical Guidance, April 2015, pp. 3, 4.**

<sup>iv</sup> **Policy area average road congestion (Growing Smarter 2012-2016 Subdivision Staging Policy, Appendix 2, Transportation Policy Area Review, Montgomery county Planning Department, MNCP&PC, July, 2012.)**

<sup>v</sup> Improved transit options could include improved local service, improved express service, BRT, etc.

<sup>vi</sup> **<http://www.mwcog.org/planning/planning/activitycenters/default.asp>**

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